

AMENDMENT TO THE CLAIMS

Please **AMEND** claim 1 as follows.

Please **ADD** claims 3-15 as follows.

A copy of all pending claims and a status of the claims is provided below.

1. (Currently amended) A brake hydraulic pressure controller for a vehicle comprising:
a pump for refluxing a brake fluid to a master cylinder,
an electric motor which operates to drive said pump by way of a power supply from a battery, and
a control unit for controlling an energization amount to said electric motor by using an energization duty factor predetermined in accordance with the voltage of said battery, wherein
said control unit keeps the energization duty factor to said electric motor at 100% until a predetermined time elapses, irrespective of the voltage, and thereafter executes control of the energization duty factor in accordance with the voltage of said battery.
2. (original) The brake hydraulic pressure controller for a vehicle according to the claim 1, wherein the predetermined time is 100 msec.
3. (Newly added) The brake hydraulic pressure controller for a vehicle according to the claim 1, wherein said control unit keeps the energization duty factor of said electric motor at

100% irrespective of the battery voltage from when the electric motor is started to when the predetermined time elapses.

4. (Newly added) The brake hydraulic pressure controller for a vehicle according to the claim 1, wherein said control unit prevents a start delay of said electric motor by ensuring a predetermined start torque is obtained.

5. (Newly added) The brake hydraulic pressure controller for a vehicle according to the claim 1, wherein said control unit controls an energization amount to said electric motor by using the energization duty factor in accordance with the battery voltage, which prevents rotation speeds of said electric motor and said pump from becoming higher than a determined amount.

6. (Newly added) The brake hydraulic pressure controller for a vehicle according to the claim 5, wherein said control unit prevents the rotation speeds of said electric motor and said pump from becoming higher than the determined amount when said electric motor reaches a steady rotation by the elapse of the predetermined time.

7. (Newly added) The brake hydraulic pressure controller for a vehicle according to the claim 1, wherein said control unit comprises:

a switching device provided between said battery and said electric motor; and

a processing unit for controlling conduction/interruption of said switching device via a booster circuit for boosting a voltage.

8. (Newly added) The brake hydraulic pressure controller for a vehicle according to the claim 7, wherein said processing unit controls the conduction/interruption of said switching device so that, at the start of said electric motor, the energization duty factor to said electric motor is kept at 100% until the predetermined time T, and thereafter the energization duty factor in accordance with the voltage of the battery is obtained.
9. (Newly added) The brake hydraulic pressure controller for a vehicle according to the claim 7, wherein said energization duty factor to reserve a necessary discharge amount for the pump to rotate said electric motor is preset.
10. (Newly added) A brake hydraulic pressure controller for a vehicle comprising:
 - a pump for refluxing a brake fluid to a master cylinder,
 - an electric motor which operates to drive said pump by way of a power supply from a battery, and
 - a control unit comprising:
 - a switching device provided between said battery and said electric motor; and
 - a processing unit for controlling conduction/interruption of said switching device via a booster circuit for boosting a voltage, wherein said control unit keeps an energization duty factor to said electric motor at 100% from a start time to a predetermined elapsed time, irrespective of the voltage, and thereafter executes control of the energization duty factor in accordance with the voltage of said battery.

11. (Newly added) The brake hydraulic pressure controller according to the claim 10, wherein said control unit keeps the energization duty factor of said electric motor at 100% irrespective of the battery voltage from when said electric motor is started to when the predetermined time elapses.
12. (Newly added) The brake hydraulic pressure controller according to the claim 10, wherein said control unit prevents the rotation speeds of said electric motor and said pump from becoming higher than the determined amount when said electric motor reaches a steady rotation by the elapse of the predetermined time.
13. (Newly added) The brake hydraulic pressure controller according to the claim 10, wherein said processing unit controls the conduction/interruption of said switching device so that, at the start of said electric motor, the energization duty factor to said electric motor is kept at 100% until the predetermined time T, and thereafter the energization duty factor in accordance with the voltage of the battery is obtained.
14. (Newly added) The brake hydraulic pressure controller according to the claim 10, wherein the energization duty factor to reserve the necessary discharge amount for the pump to rotate said electric motor is preset.
15. (Newly added) The brake hydraulic pressure controller according to the claim 10,

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wherein said control unit prevents a start delay of said electric motor by ensuring a predetermined start torque is obtained.